

## **SOUTH DAVIS COUNTY TRANSIT DEIS**

### **North Salt Lake Sub-Committee Meeting No. 3 - Summary**

**Project:**

South Davis County Transit DEIS

**Meeting Purpose:**

North Salt Lake Sub-Committee Meeting No. 3

**Meeting**

9:00 a.m. to 11:00 a.m.  
August 28, 2007

**Location:**

North Salt Lake Public Works

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**Attendee**

Angelo Papastamos  
Kerry Doane  
Kim Clark  
Jacqueline Jensen  
Saffron Capson  
Colleen Lavery  
Robin Hutcheson  
Kyle Cook  
Jonathan Larsen  
Jon Nepstad  
Blaine Gehring (representative)  
Conrad Jacobson  
Mayor Shanna Schaefermeyer

**Representing**

UDOT  
UTA  
VIA  
H.W. Lochner  
H.W. Lochner  
Carter & Burgess  
Fehr & Peer  
Fehr & Peers  
Fehr & Peers  
Fehr & Peers  
Sub-Committee member  
Sub-Committee member  
Sub-Committee member

**Meeting Summary:****Process**

K. Clark began by explaining where the project currently is in the overall process. She indicated alternatives for the project are currently being evaluated. Input from the next round of sub-committee meetings will be used to accomplish this task. During the next regional workshop attendees will focus specifically on alignments. During the current meeting the focus will be on alternative modes. The Purpose and Need Statement for the study was reviewed with the group. Sub-committee members were referred to their meeting packets for full text copies of all of the meeting materials..

**Regional Workshop Recap**

K. Clark recapped the exercise conducted at the second Regional Workshop which focused on origins/destinations, alignments, and the identification of modes. A map of the primary and secondary alignments identified at the Regional Workshop was shown to the group.

### Universe of Alternatives

K. Clark explained what the “universe of alternatives” entailed and the Universe of Alignments map was shown. Sub-committee members were then taken through the two components to an alternative (alignment and mode).

### Alignments

A map of preliminary alignments being taken through the alternatives analysis process was shown to sub-committee members as the study’s preliminary “long list alignments.” K. Clark reviewed the criteria used to narrow down alignments.

### Modes

Next, a “universe of modes” list was reviewed with the sub-committee members. As with alignment narrowing criteria, mode narrowing criteria was discussed. The preliminary “long list of modes” was outlined by K. Clark. The list was divided into two categories – bus and rail.

### Factors to Consider

K. Clark defined factors to consider when comparing modes. Factors included market, capacity, operating characteristics, costs, environmental/community considerations, and access. After each factor was reviewed, a “dot game” exercise was conducted to determine which three factors are most important to each sub-committee member in considering modes. The following is a list of factors identified by the North Salt Lake sub-committee members as most important when considering modes:

Category	Factors	Number of Dots
Market	Local trips are important.	.5
	Commuter trips are important.	1.5
Capacity		0
Operating Characteristics	It should stop frequently.	1
	It should stop less frequently, and go faster.	0
Costs		1
Environmental/Community Considerations	It needs to sit within the context of my community.	1.5
	It needs to allow for good traffic flow.	.5
Access	It needs to be easy to board.	0
	I need to be able to get to it easily.	3

### Long List Modes

R. Hutcheson outlined each mode in the preliminary long list of modes, including giving a description and typical characteristics based on how the mode has been implemented in other communities in the United States. After each mode was discussed, the group participated in an exercise to determine the “pros” and “cons” of implementing each mode in their community. Below is a list of pros and cons identified by North Salt Lake sub-committee members.

BUS (0 Dots)	
Pro	Con
	UTA history – late, inconvenient, transfers

BRT – Bus Rapid Transit (2 Dots – Mid-level BRT)	
Pro	Con
Makes more frequent stops	Potential right-of-way issues
Flexibility	

LRT – Light Rail Transit (0 Dots)	
Pro	Con
	Right-of-way issues in North Salt Lake – impacts
	Cost prohibitive

Streetcar (0 Dots)	
Pro	Con
Provides local service	Potential right-of-way issues
Flexibility – runs with traffic	

DMU – Diesel Mobile Unit (1 Dot)	
Pro	Con
Enhanced service for North Salt Lake commuters	Cost if new track is built
	Distance between stations – limited locations for potential stops in North Salt Lake

Notes: The North Salt Lake sub-committee discussed using a van and shuttle system. Potential alternative stops using 400 West, 700 West, and Redwood Road may help cover the Industrial Area. The alternative needs to serve the west side. It was noted that Redwood Road is too far east for Foxboro.

### Future Meetings

The next sub-committee meeting will be held on October 16<sup>th</sup> from 9 :00–11:00 s.m.

Any discrepancies with this meeting summary, please notify Jacqueline Jensen.

Cc: Attendees, Project Contact List, North Salt Lake Sub-Committee Members